

INFORMATION REPORT

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SUBJECT Tallinn Naval Shipyard

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1. Location. The Tallinn naval repair yard is situated directly on the Baltic coast, west of the actual harbor and also west of the old and new power stations. (See Attachment III for map of the yard in relation to nearby installations.)
2. Installations. (See Attachments I and II for description and map of individual installations.) The shipyard, which covers an area of about 250 x 300 meters, was allegedly constructed from a former spinning mill after World War I. During World War II all of the pier installations were destroyed. These, as well as a small wooden pier (Holzster) for docking smaller boats, have been rebuilt since 1945. However, no other new construction has been undertaken, and parts of the shipyard, particularly the building slips, have been seriously neglected. Only pulley blocks with inadequate mechanical power are available on the slips for raising ships out of the water; hence heavier ships, if they are damaged on the side, must be taken to the naval yard in Ironstadt. However, Tallinn can make mechanical and internal repairs on heavy ships. Sometimes a 75 ton floating crane is brought in to remove heavy machinery. The workshops are thoroughly efficient and have much new equipment, including metal-working machines obtained from American Lend-Lease and German work-benches.
3. Electricity for the installations is obtained from the power stations just east of the shipyard. The yard is equipped with full-gauge railway spurs but has no locomotives of its own. Part of the tracks has been so neglected that locomotives cannot be used there. Cars are pushed by hand.
4. Production. The shipyard is devoted exclusively to making repairs for Soviet naval vessels. All ship machinery, auxiliary machines, and pump installations are repaired here. Repair work on the hulks of larger ships cannot be undertaken here because there is no dry-dock and no adequate lifting equipment. The dry-dock west of the actual Tallinn harbor installations has been used by the navy to repair small former German destroyers and torpedo boats, but the

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capacity of this dry-dock is limited. [REDACTED] the repair station serviced, among others, the following types of ships: cable-laying vessels, transmarine tugs, mine sweepers, and the flag ship Emba, which is a former luxury liner built in Sweden or Finland, outfitted in Tallinn with new equipment. During 1948-1949 there were lying at anchor in front of the naval repair installations the following ships, most of which were awaiting mechanical repairs: a few small Soviet submarines, the Soviet submarine supply ship Irtysk, and the Finnish gunboat Viborg, which is equipped with four 200 mm guns and four 88 mm twin-barreled AA guns. Drawn up on the slips for repairs were smaller vessels, such as landing or patrol boats with wooden hulks (Holzrumpf). These have a powerful diesel engine and two 30 or 40 mm guns (possibly AA) and a heavy 20 mm MC. During the winter, the slips were generally filled with such vessels, which were put back in the water again in spring. General overhauling of machinery on fairly large vessels required three months, but six months was necessary for ships of the middle class and on up. In late autumn 1948, the former German cruiser Munberg was so quickly overhauled that it could begin its further journey to Kronstadt for other repairs.

6. Management. The naval repair station is under the control of a Soviet naval colonel (Marineoberst), and it is also visited frequently by outside officers, including an admiral who appears regularly.
7. Personnel. Approximately 300 - 1000 men are employed here during the months in which work is especially heavy. Included in this figure are the 250 or so German PWs working in the shipyard. Other employees were Estonian and Estonian civilians and also sailors from Tallinn. The work was carried out in single and double shifts, which often lasted 10 - 14 hours.

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Incl. - 1 key to map
2 maps

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